

# Indianapolis the Scene of An Appalling Catastrophe

## FIFTEEN STUDENTS DEAD; MANY HURT

An Awful Disaster on the Big Four Railroad Within the City Limits.

## PURDUE SPECIAL IN COLLISION

Passenger Train Bringing Nearly One Thousand Students and Rooters to Witness Football Game Dashes Into a Cut of Cars—Death Reaps a Harvest—Hospitals Filled with Injured—Wreck in Detail.

Colliding with terrific impact, the Purdue special on the Big Four, carrying 950 passengers, and a cut of seven heavily loaded coal cars crashed together at 10 o'clock yesterday forenoon near Eighteenth and Mill streets, in the northwestern part of Indianapolis.

Twelve killed outright, three who died later in the hospitals as a result of frightful injuries, at least four fatally injured, twenty seriously hurt and probably forty who are suffering from cuts, bruises, broken limbs and other wounds, complete the terrible list of casualties.

Of the 950 passengers 600 were students and members of the faculty of Purdue University. The others were residents of Lafayette and near-by towns on the Big Four. All were en route to Indianapolis, wearing the black and old gold of Purdue, cheering and singing, care-free and joyous, mindful only of the big football game between Purdue and Indiana, scheduled for the afternoon at Washington Park, which was to determine the gridiron supremacy of the leading colleges of the State.

The cause of the most frightful railroad disaster Indiana has known in years will not be known definitely until a searching investigation has been made by the officials of the Big Four Railroad Company. Conflicting stories are given by the train crews of the special and of the coal train. The conductor and engineer of the special insist that their orders gave them specifically the right of way over all trains, even carriers of the United States mail. The men in charge of the switching train declare that they were ordered to take a cut of coal cars to North Indianapolis, their understanding being that the track would be clear for a sufficient length of time for them to get out of the way of the special. Under any circumstances, they assert, general orders of the road require special trains to slow up and feel their way along while passing through city yards.

### REFUSE TO TALK NOW.

Assistant General Superintendent H. F. Haughton, Superintendent Van Winkle, Superintendent Paquette, General Yardmaster John Q. Hicks, and other officials of the Big Four, who were on the scene within a short time after the disaster, decline to give any statement until the official investigation places the responsibility where it should belong.

The Purdue special was thundering along at the rate of at least twenty-five miles

an hour, according to statements of twenty or more persons who saw the collision. It was running in a southeasterly direction and had just rounded a slight curve near Nineteenth street. The cut of loaded coal cars, bound for North Indianapolis, had backed from a siding on to the main track and was running at a speed of about five miles an hour. The two trains met like thunderbolts at a point on the main track where, on the east, the bank slopes away to a gravel pit fully fifteen feet below the level of the track, while on the left is a sidetrack that was occupied by a cut of box cars.

The Purdue special, consisting of fourteen coaches and an engine, was in charge of Conductor Frank M. Johnson, of 1542 Woodlawn avenue, Engineer W. H. Schumaker, of 1417 Spann avenue; Fireman A. B. Ervin, of Harrison and Pine streets, and Brakeman H. Van Tyle. The switching train, of seven 30,000-pound coal cars, was in charge of Conductor Lon Acres, Engineer E. J. Smith and Fireman Clemens, all of this city. Save for slight cuts and bruises the trainmen escaped injury.

In explanation of the astounding fact that two trains should crash together in broad daylight under such circumstances the crews of both the special and the coal cut say that they had no opportunity to see what was coming until it was beyond their power to avert the catastrophe. The engineer and fireman of the special train claim that they did not have a clear view of the track ahead as they rounded the curve, on account of a cut of box cars standing on the siding to the west, while the crew of the switching train were on the engine, which was pushing the coal cars, and consequently their view was obstructed by their own train, as well as by the cut of box cars and the curve.

When Engineer Schumaker saw the coal cars and realized that a collision was inevitable, he reversed his engine and both he and Fireman Ervin jumped, saving their lives, but landing stunned and bruised in the ditch. Engineer Smith, of the coal cut, saw the special in time to apply the air-brakes.

### WITNESSED BY MANY PEOPLE.

The horror occurred at a time of day and in a place where it was witnessed by dozens of people. To the west of the track a score of men were at work upon the new plant of the Marion County Hot Water and Heating Company. All of these saw the



Scene of the Catastrophe After the Killed and Injured Had Been Removed.

collision and ran at once to the wreck, where they assisted in removing the dead and injured. At the factory of the Columbia School Supply Company, to the south and east, a square west of Senate avenue on Seventeenth street, a number of employees also witnessed the accident from the windows of the building. There are a number of residents in the neighborhood and many people were attracted to their doors and windows, knowing that the special was coming. They also saw the special rushing swiftly toward the city and were horror-stricken to observe the coal cars approaching from the opposite direction. The stories of these eyewitnesses agree as to the essential details of the affair.

It was almost precisely 10 o'clock when the two trains came together. The special had left Lafayette at 8 o'clock and had made no stops en route. Despite the high speed which had been maintained all the way, the heavy train was about ten minutes behind time, being due in the Union Station at 9:47, according to the orders issued by the train dispatcher. When the crash came the big locomotive, No. 550, of the Richmond type, and one of the new machines designed either for freight or passenger service recently purchased by the Big Four, rebounded several yards and was then hurled with indescribable force by the impact of the fourteen coaches behind it again into the coal cars. The locomotive and the first coal car were ground into a mass of debris and forced under the second coal car.

### THROWN INTO THE AIR.

The first passenger coach, the smoker, in which were the members of the Purdue football team, coaches and trainers and enthusiastic student rooters, struck the wreckage in front of it with such force that it was split from end to end, thrown straight up in the air and fell in splinters and twisted iron to either side of the track. The roof and one side were the only parts of the car that were not absolutely ground to pieces. The roof fell to the west of the track, while the rest of the car was thrown down the embankment into the gravel pit. How anyone in the car escaped instant death is nothing short of miraculous. When the car went to pieces some of its passen-

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### LIST OF THE DEAD AND INJURED.

**The Dead.**  
BERT PRICE, Spencer, Ind.  
W. R. HOWARD, Lafayette, Ind.  
C. G. GRUBE, Butler, Ind.  
WALTER FURR, Veedsburg, Ind.  
G. L. SHAW, Indiana Harbor, Ind.  
SAMUEL TRUITT, Noblesville, Ind., died at City Hospital.  
JAY HAMILTON, Huntington, Ind.  
SAMUEL P. SQUIBB, Lawrenceburg, Ind.  
B. J. POWELL, Corpus Christi, Tex.  
W. L. BOYSH, Pittsburgh, Pa.  
G. S. DROLLINGER, Mill Creek, Ind.  
W. P. HAMILTON, Bridgeport, Ill.  
PATRICK MCCLAIRE, Chicago, athletic trainer, died at City Hospital.  
E. C. ROBERTSON, East Helena, Mont.  
J. C. COATES, Berwyn, Pa., died at City Hospital after amputation of both legs.

### Injured at the City Hospital.

J. R. WHITEHEAD, Moneira, O., sub-half back on Purdue team, Pott's fracture.  
SIM MILLER, Nineveh, Ind., end on Purdue team, both legs crushed, serious.  
E. S. MILLS, Rensselaer, Ind., sub-quarter back on Purdue team, both legs broken, cuts and bruises, serious.  
W. H. TAGGART, Owen, Ind., tackle on scrub team, arm broken, injured about the head.  
DAN O'BRIEN, Syracuse, N. Y., guard on scrub team Purdue, left leg injured.  
HENDRICKS JOHNSTON, Evansville, Ind., quarter back on Purdue team, both legs crushed, shoulder broken, serious.  
J. E. RUSH, Dairy Station, Pa., member of scrub team, leg broken.  
CARL WILMORE, Winchester, Ind., broken leg, suffering from shock; critical.  
AL. MOVIEY, Chambersburg, Pa., half back on team, left leg crushed.  
LOUIS SMITH, East Lafayette, Ind., center on team, injured about head and spine, serious.  
A. L. HOLTER, Oberlin, O., half back on team, rupture of perineum; very serious.  
HARRY ADAMS, Frankfurt, Ind., sub-half back on team, left ankle fractured and ribs broken.  
R. W. RUSTERHOLZ, Peoria, Ill., president junior class Purdue, Pott's fracture, broken ribs.  
J. N. NICHOLS, Lafayette, Ind., right shoulder crushed.  
E. W. FRANK, Lafayette, Ind., left hip injured.  
JOHN C. TAYLOR, drayman at Lafayette, chest crushed, fractured skull and broken arms, serious.  
HARRY VAN TUYL, Indianapolis, Big Four team, left leg broken.  
W. R. BUTLER, Lafayette, Ind., news agent, scalp wound.  
MAURICE STEELE, Canton, O., right arm injured.  
HARRY C. LESLIE, Lafayette, Ind., manager and full back on varsity, fracture of jaw.

### Injured at the Deaconess Hospital.

WILLIAM M'MANUS, Davenport, Ia., sub-tackle on Purdue team, both legs broken.

### At Dr. S. R. Cunningham's Residence.

C. O. TAUGEMAN, Cincinnati, O., several fractures, serious.  
J. E. KNAPP, Evansville, Ind., half back on Purdue team, dislocated knee.  
WILLIAM BAILEY, New Richmond, Ind., sub-end on Purdue team, several broken ribs.  
C. H. WEITZ, Butler, Ind., sub-full back, arm broken and bruises.  
JOHN HENDERSON, 730 Shelby street, Indianapolis, assistant Big Four fireman, internal injuries and bruises.

### Injured at St. Vincents.

D. H. LONG, Louisville, Ky., end on Purdue team, badly cut about head and body, left leg crushed.  
I. S. OSBORN, Dover, O., captain of team, left leg fractured.  
D. M. ALLEN, Lafayette, Ind., tackle on team, bruised about head and body.  
J. M. RUSH, New Castle, Ind., nose broken, bruised about head and body.  
D. O. WRIGHT, sub-tackle on team, injuries to head.  
VOLNEY RAY, Laporte, Ind., cut and bruised about body.  
DR. A. W. BITTING, Lafayette, state experimental physician, dislocated hip, cut about head.  
WALTER SPRAW, member of team, cut and bruised.  
OLIVER F. CUTTS, coach of Purdue team, left leg injured.  
WILLIAM COLLAR, Lafayette, jaw broken, left leg injured.  
L. E. IRWIN, Indianapolis, Big Four fireman, bruises and cuts.  
HARRY WRIGHT, left leg broken, head cut.  
MORRIS RUSH, Pittsburgh, Pa., scalp wounds.

### Slightly Injured at the Denison.

C. W. ZIMMERMAN, of Maryland, sprained ankle and bruises about the body.  
S. H. HAWTHORNE, both ankles sprained and hip cut.  
H. R. THOMAS, of Marion, both ankles sprained and body cut.  
O. MCCORMICK, of West Lafayette, sprained shoulder, hand cut and bruised generally.  
LEE PERSISE, ankle sprained and leg cut.  
J. MILLER, of Lafayette, scalp wound and face cut.  
IRVIN LONG, of Louisville, Ky., body cut and both ankles sprained.

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#### German Battleship Launched.

STETTIN, Prussia, Oct. 31.—The German battleship Preussen was launched here today in the presence of the Emperor and Empress. Chancellor Von Buelow made a speech. The Empress subsequently christened the Preussen.

#### Inventor Asphyxiated.

PHILADELPHIA, Oct. 31.—Robert McCutley, aged seventy, an inventor of prominence, was accidentally asphyxiated today by illuminating gas in his home. McCutley operated a large stone and ore crusher plant in St. Louis.

## PALL OF DEEP GLOOM HOVERS OVER CITY

Without Warning an Anticipated Holiday Is Turned Into a Time of Mourning.

## PEOPLE SADDENED BY NEWS

One of the Passengers of the Wrecked Special was President Stone, of Purdue, Who Led in the Work of Relief—Others Express Their Horror Over the Terrible Calamity—Inquiries from a Distance.

Knots of crape and grim colors of death have taken the place of the gay streamers of Purdue and Indiana. From a city bravely attired for a great college holiday, Indianapolis has become a city of sorrow and mourning. College yells and college songs have given way to hushed whispers and silent expressions of grief. The hilarious enthusiasm and the almost barbaric chants of college rivalry have been stilled. Death, unexpected, never more awful, has thrown its pall over city and State.

The chronicles of railroad disasters record few such appalling catastrophes as the wreck which yesterday ended the lives of fifteen young collegians of Purdue University, and maimed and crippled dozens of others. That a trainload of college students, within a few minutes of safety, animated by the joyous excitement that pre-

cedes a great athletic contest, wholly oblivious to a thought of danger, should be hurled, crushed and bleeding into the arms of death, in a second's time, while a whole city waited to give them royal welcome, adds to the singular horror of the calamity.

### WITH CRUSHING FORCE.

Because the city and State never looked forward to an athletic contest with more eagerness and intensity of interest, the blow has fallen with more crushing force. For weeks the football game between Purdue and Indiana, which was to have been played at Washington Park yesterday afternoon to settle the championship of the State, has engrossed the attention of every college man, old and young, and of many thousands of others who caught the contagion of the moment and were prepared to cheer for either the black and old gold of Purdue or the crimson and white of Indiana. The condition of both teams has been one of the leading topics in the newspapers and the subject of conversation wherever men meet. Public interest had been aroused as never before in an athletic event in Indiana. The spirit of rivalry between the two great colleges and the evenness of strength made the contest one without parallel in the athletic annals of the State.

Business in Indianapolis yesterday afternoon would have been practically suspended. Staid men of affairs, little given to rapturous enthusiasm over contests of brawn, were awaiting the big game with as much impatience as the youngest freshman of Purdue or Indiana. On every street the colors of the two colleges waved and seemed to bid defiance to one another. Al-

ready delegations of students from Lafayette and Bloomington had arrived on earlier trains and were parading the streets and crowding the hotel corridors, greeting one another with that effervescence peculiar to the collegian. Alumni and alumnae were preparing to entertain young men and women, brothers, sisters, sons, daughters and friends. Parties had been made up for the game, fraternity reunions and dinners at the hotels and clubs for the evening and partisans of both schools had planned parades of jollification, no matter upon whose banner victory should perch. There is nothing more joyous, more care free, more hearty, more spontaneous, more delightful than a great college celebration.

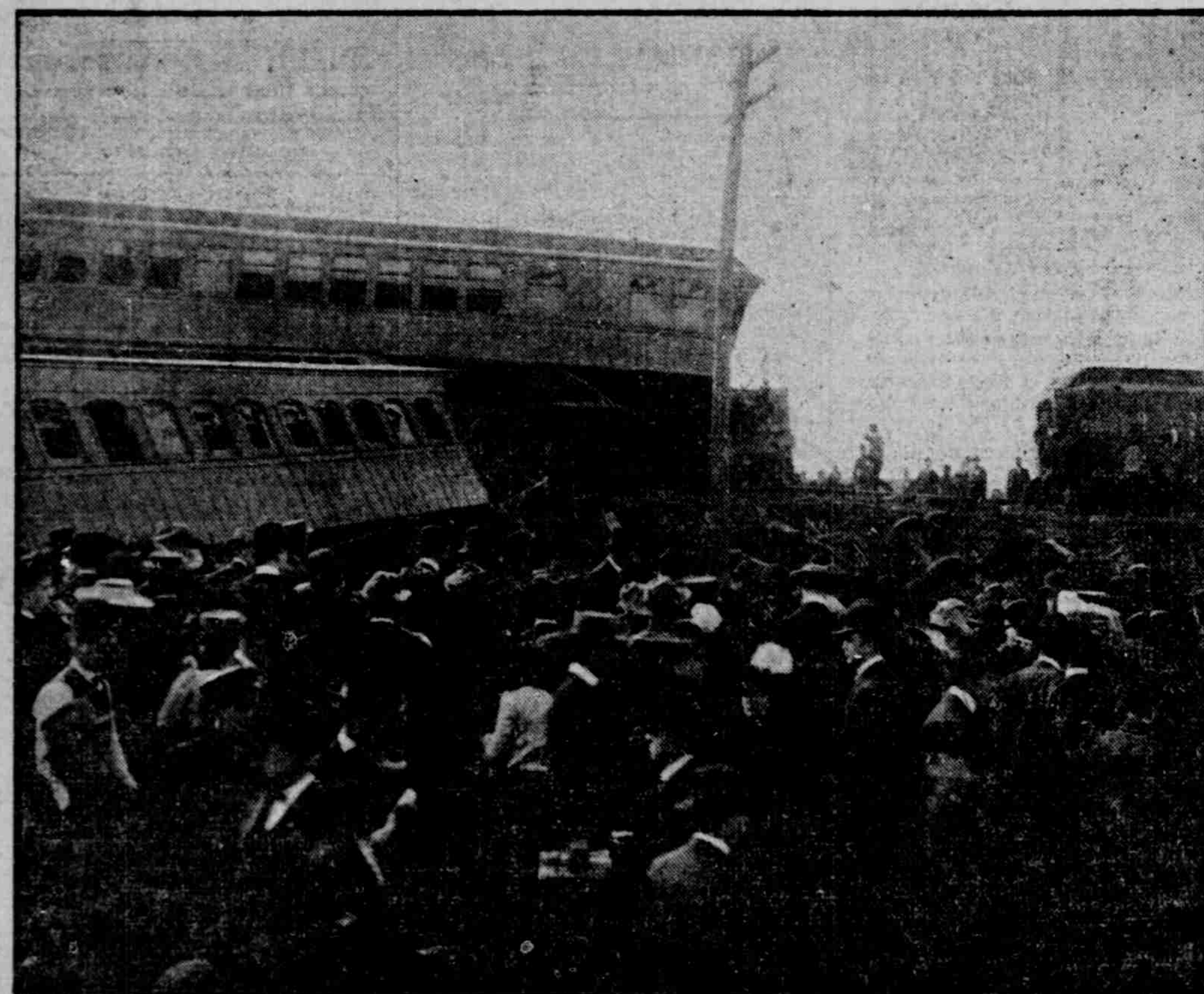
### IN HOTEL CORRIDORS.

In the hotel corridors students of both universities were speculating on the result of the game, standing up manfully each for his alma mater, each as certain that his team would win as that the game would be played. Old football men, wise in the lore and science of the game, visited the new generation and were appealed to as authorities whose opinions could not be gainsaid. Professors of both institutions mingled with the young men and women, themselves wearing their colors, and as enthusiastic, if more restrained, than the undergraduates. There was not a thought of danger, not the slightest foreboding. Over all and in all and through all was the holiday atmosphere.

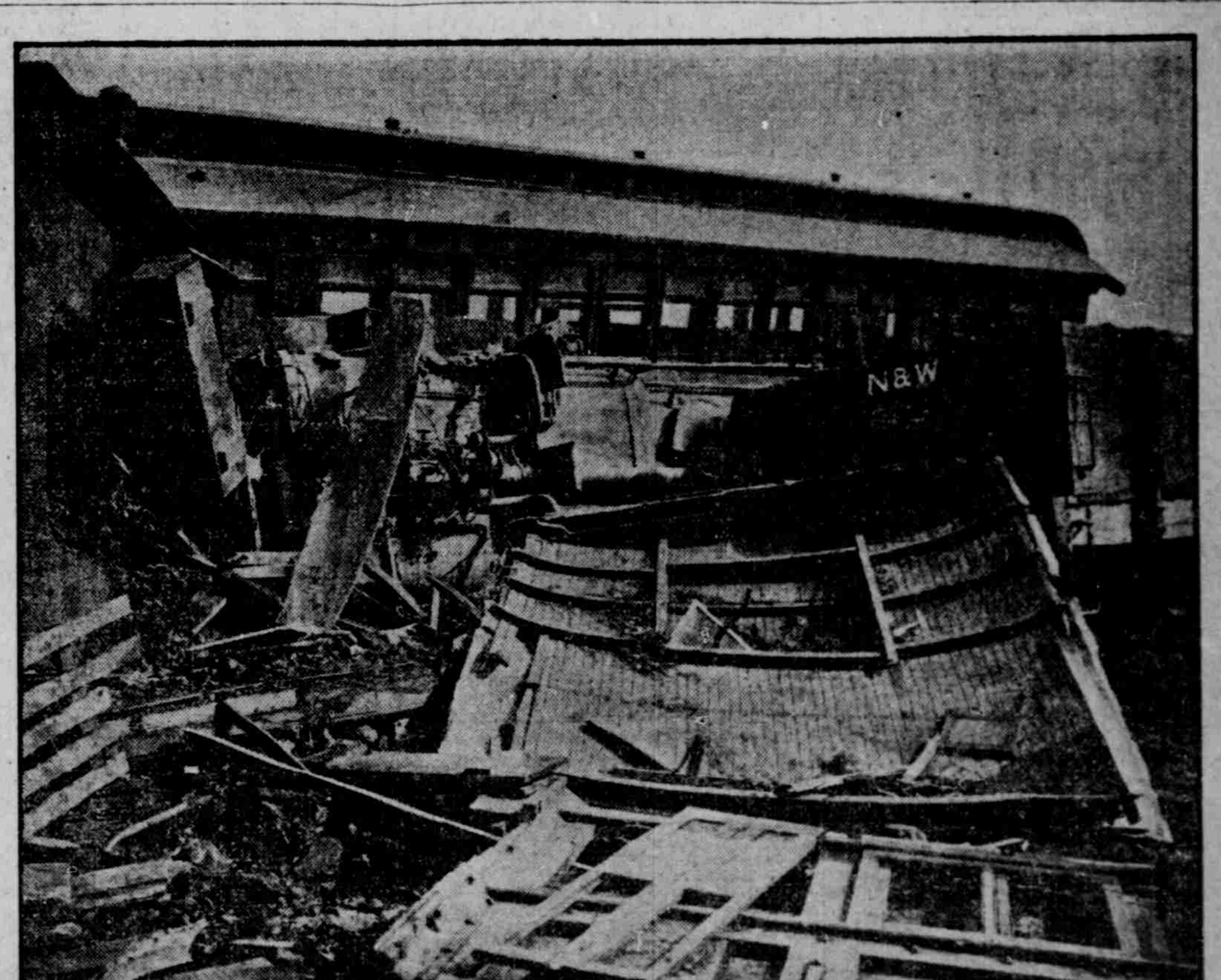
Purdue's team and an army of loyal supporters were expected at 10 o'clock. The Indiana eleven and the Bloomington contingent of students and citizens was scheduled to arrive a few minutes later. Preparations had been made to meet both trains and to escort the delegations from the rival colleges to their respective headquarters, to the music of bands and the inspiration of college yells. A platoon of police had assembled at the Union Station, where a great crowd was in waiting, to head the processions.

The streets in the down-town portion of the city were lined with people. Suddenly into this atmosphere of gaiety came a rumor of evil. Somebody had heard, so the bad news flew, that the Purdue special had been wrecked in the northern part of the city. For a few minutes after the accident so little of a definite nature was known that few were seriously disturbed; many even scouted the suggestion of disaster. Rumor succeeded rumor, each story growing more

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The Second Coach, Where Several Met Death, on its Side in the Gravel Pit; the Third Coach Where It Was Flung on the Wreck of the Engine and Coal Cars.



All that was left of the Smoker in which the Purdue Team rode, and the demolished Engine, Tender and Coal Cars.